





The King of Portugal is plain, stout and thick-skinned, with a passion for Shakespeare and the classics, and a contempt for politicians. When asked to become King of Spain he said: "No, I cannot afford to pay double premiums for insuring my life."

In removing the remains of a person buried thirteen years since at Brunswick, Me., recently, in a costly metallic casket, the casket was found so badly corroded that it was full of holes, while a hard pine casket box, which had been in the ground twenty years, was perfectly sound.

The English royal family is said to be much vexed at the failure of the marriage of the deceased wife's sister, which puts the intended marriage of Princess Beatrice to her widowed brother-in-law as far off as ever, that project being said to explain the warm advocacy of the bill by the Prince of Wales and his brother.

The Pope is physically nervous, but full of mental composure. He is most amiable in manner, but, unlike his predecessor of pious memory, rarely, if ever, indulges in a joke. He is simple and dignified, with a marvelous power of seeing the small and the great things of this world at a glance.

From thirty thousand to forty thousand workmen recently gathered on Skiarat moor, at Halifax, England, to vindicate the people's right to the free and unrestricted choice of their representative. Bradlaugh was the hero of the occasion, and Herbert J. Gladstone, son of the Premier, sent a letter of sympathy.

The approaching Luther celebration in Germany has directed attention to the Luther family, and it is learned that the male line became extinct in 1742. But from Luther's daughter has descended the present family of Von Saucken, in East Prussia, to which belong the Prussian members of the Prussian House of Representatives, Von Saucken-Tarpitschen and Von Saucken-Julienfelde.

Says an American contemporary:—"The advent of the new Duchess of Marlborough to the circle of nobility calls attention to another impending peeress, the Hon. Mrs. Chichester, whose husband has been co-respondent in three divorce cases, and who herself came from a certain class. The Marquis of Donegal cannot survive much longer, and she with her husband will soon succeed to the title. Mrs. Chichester has a brilliant future. Lord Louth and the Marquis of Ely have also contracted marriages of equal distinction, so that the peerage on the whole may be said to be doing well."

A valuable article in the London Economist on the shipping interest of Great Britain contains one comparison (observing an American paper) brings home to us forcibly, our pre-eminence in railway building. It is a comparison of shipping and railroad investments, as follows: Value of British shipping, \$1,000,000,000; value of British railroads, \$5,000,000,000; value of American railroads, \$6,000,000,000. Great Britain herself, the queen of marine commerce, finds her railroad investment to be but a trifle, while American railroad plant nearly doubles in value that of the mother country. Shipping, as old as civilization, and once the greatest element in the world's commerce, finds itself outstripped by an institution but little over fifty years old.

When Brigham Young was alive he collected his tenth of the farmer with a persistency that balked at nothing. On one occasion he called before him a subject who has since removed elsewhere, and said: "Brother Blank, you have not been true to me when I said, 'I didn't raise a single bushel,' was the reply. 'Then I'll take it in oats,' 'I have none.' 'Well, hay will do.' 'I have no hay.' 'Then bring in potatoes or corn.' 'Both crops were a failure, O wise prophet. All I have on my farm are ten bushels of onions, and of course the Lord don't eat onions.' 'May be not,' growled the old man, 'but you bring me in a bushel and we'll take the risk of it.' Mr. Blank says it was that bushel of onions which convinced him that there was something suspicious about old Brigham's inspirations. It was too strong a religion.

The Rev. Mr. Campbell, the established minister at Crathie and the Queen's spiritual adviser in Scotland, felt himself compelled to advise her Majesty to somewhat modify the inscription she ordered to be made on John Brown's monument in the Crathie kirkyard. The Queen answered that would think about it, but at once gave orders to have the monument finished, just as she had directed, saying that if, when she went to Crathie next autumn to personally attend the inauguration ceremonies, she found any changes, she would hold whoever made them responsible. Her Majesty has also ordered the house she built for John Brown at Crathie to be kept in exactly the condition Brown left it when last within it, until the inauguration of the monument, when she will personally superintend the permanent closing of the house. She has also ordered the permanent closing of the room John Brown occupied at Balmoral, and Windsor, in the exact state in which they were left by the gillie.

#### EUROPEAN STEAMSHIP SUBSIDIES.

The Italian Government has been collecting information about the subsidies paid in different countries to lines of ocean steamships, and as the policy of such subsidies is still a vexed question in the United States, a brief synopsis of the facts elicited will be of interest. France pays liberal subsidies, partly as compensation for transporting mails, but more as a means of trade and open lines of communication, and has been assisted without Government assistance. These subsidies, which radiate in all directions to the principal Mediterranean ports, to the Antilles, Central America, Brazil, Buenos Ayres, the United States, Hongkong, Yokohama, and Australia. In 1881 the budget of the French Government contained provisions for steamship subsidies amounting to 24,268,994 francs, or about \$4,759,000. France has followed the policy of liberal steamship subsidies for the last thirty years. Austria-Hungary, although a country without an important seaport, pays liberal subsidies to the break of the Adriatic, to Trieste, to the Adriatic, and to the Company of the Adriatic, the ports on the west coast of Europe and Bombay, Ceylon, Singapore, etc. About \$200,000 a year is paid by the Government to the Company of the Adriatic, which has a system of auctioning off her postal subventions to the lowest bidder. Contracts are made for a term of eight or ten years, and the amount of the subventions is small, but the one for the line to Hawaii is over \$100,000 a year, while the line to Australia is over \$200,000 a year. As Great Britain, the leading maritime nation of the globe, has no interest in her subsidy system than that of any of the others. Although British ships sail in every sea, and the carrying trade no longer needs to be encouraged by bounties, the British Government continues to pay liberally for the transportation of mails.

In many cases much more than the service would cost to let to the lowest bidder. The amount of the subsidy is fixed by private contract, and the companies patronized are generally the oldest and most substantial. The total amount paid for these subventions and all attendant expenses in 1882 was £617,267 or more than \$3,080,000. Nearly a million dollars of this amount is for subsidies for lines connecting with American ports, while \$1,800,000 goes for the Asiatic service, including East India and China. The Peninsular and Oriental Company has been subsidized ever since the organization of the company in 1837, while the subsidy of the Royal Mail is of nearly as long standing, dating back to 1839. Little Belgium subsidizes two lines, one being the Red Star, whose vessels ply between Antwerp and Philadelphia, the amount being \$100,000; and the other a South American line, which also receives a postal guaranty of \$100,000 a year. The Government of the Netherlands subsidizes four lines. One is from Flessinger to Queensborough; the second, a line from Amsterdam to Batavia; third, the different lines in the Indian Archipelago, and the fourth, a line from Java to China. The sum total of the subventions is 705,000 florins. Norway and Sweden also grant subsidies, amounting to \$66,000 crowns. Italy has four subsidy lines, the payments to which amount to over \$3,000,000 francs. In all, these European Governments subvention thirty-one lines of steamers.—*Alta California.*

#### ESTHETICAL SANITATION.

In a very interesting article on "Esthetical Sanitation" in the *British Architect*, there are some excellent reflections on fashionable follies. The writer says: "It is true that the fashions of the present day can scarcely be said to be with our ancestral fashions in their extraordinary exuberance below the waist, which we read of Malcolms' 'Manners and Customs of London,' A.D. 881. He says: 'Dr. Bulwer illustrates it by mentioning that when Sir Porter Wyche was Ambassador from James I. to the Grand Seigneur at Constantinople, the Sultaness expressed a wish to see his lady, who went in great state, buried in the verdigris, to wait upon her. The Sultaness entertained her respectfully; but withal wondering at her great and spacious hips, she asked her whether all English women were so made and shaped about those parts, to which my lady Wyche answered that they were made as other women were; withal showing the fallacy of her appearance in the 'verdigris' until which demonstration was made the Sultaness verily believed it had been her natural and real shape.' As far as health was concerned this was a comparatively harmless custom, though esthetically it was an extremely peculiar, not to say ludicrous, disguise of natural form, which in a different manner and in a minor degree, as we have seen, is still exhibited now, and at a far greater injury to health.

Exuberance of bust, if not in itself to be considered ornamental, is at the present day at least endured patiently, for the sake of the supposed advantage of slenderness of waist, which, by the contrast, is thus greatly emphasized and enhanced. The expense, however, was represented by a fearful ordeal, of which Malcolms' says: 'Infatuated by the idea of being considered slender and genteel, the young ladies of 1650 used every means to compress their chests and persons. To accomplish this pernicious purpose, high-bodded stays, extending from the hips above the breasts, were worn and laced almost to bursting; by which deadly artifice, says Bulwer, they reduce their breasts into such straits that they soon purchase a sinking breath; and, while they ignorantly affect to an august and narrow breast, and thus end by strong compulsion shut up their vital organs in a prison, they open the door to consumption and a withering rotteness.'

I am told that stays were first of all invented by some man for the punishment of his wife. By what law of retaliation the man himself came to endure them it does not appear, but they were in common use probably for several centuries, and certainly up to the end of the eighteenth; nor do they appear whether man took to his stays kindly by compulsion or of his own free choice and will. From an old child's story lately quoted, it is evident that mothers did what they could to encourage and compel their use by bringing up their children from an early age to consider them indispensable. The story runs that Jack Willif, having objected to being dressed, soon began to scream for Betty to come and dress him, till he became so tired of bed that he tried all he could to dress himself, but he could not lace his stays! Again, the prevalent use of stays by men is alluded to by Mr. Reeves, who, in his 'Plea for Nineveh,' about A.D. 1657, attacked the public for their extravagance in dress. 'The man is now become as feminine as the woman,' he says. 'He must have his narrow waist and his narrow bands, his stays must be crimped, and his neck guarded.' A later writer observes: 'Some of us have got the bodice on to make us look slender and pretty; and the epinecure sleeves do very well to fit both the top and the bottom. And he might very well have described the fatiguing, to which I have already referred, as epinecure also. There is yet another phase of esthetical sanitation in which men seem to have aimed at imitating women, in defiance of the laws of nature and in utter disregard of the requirements of health. Since the days of the youthful King Edward VI. they have vied with each other in the smoothness of their chins, with more or less of fanciful or fantastic, commonly commonplace, occasionally picturesque, reservation. They have now, for some time past, been reasserting their true form and natural dignity in the more sparing use of the razor. Many of us can remember a certain zealous prelate delivering himself of what was profanely called a barbaresco charge, in which he laid down the law that the clerical beard was nothing more than a piece of finical nonsense. But notwithstanding his Lordship's usual classification of ridiculous things as Romanism, he could not by any possible approach to truth aver that it was a mere foolish following of Roman use, which makes shaving compulsory. In this respect his Lordship was at one with Rome, in defiance of the severest strictures of the Church in the earliest period of Christianity, which forbade any believer, lay or clerical, to 'destroy the hair of his head and unaturally change the form of a man. For God hath made the one decent for women but unsuitable for men.' Nor could his Lordship have been aware of the serious results of having the delicate texture of the hair, the constant friction of the skin rendering these vessels shut out of their natural protection, singularity and painfully insupportable of cold. The hair of an old man, and not infrequently of a young one, ought to have been quite enough to justify the discovery of the 'epinecure' fashion, though, at the time, it was considered a mark of refinement. The hair of a young clergyman, who was known to have been shaved, was considered a mark of being called a 'clerk,' whilst the hair of a man, who was shaved, was considered a mark of being called a 'clerk,' whilst the hair of a man, who was shaved, was considered a mark of being called a 'clerk.'

grandest truths in nature by neutralizing her finest contrasts. And these are contrasts not between dissimilar or incongruous subjects of beauty, but between perfectly harmonious developments of the same typical form. The injurious, nay, fatal practice of compressing the waist is, as we have seen, the most remarkable illustration of esthetical degradation. It would be superfluous to enter into details of anatomical and pathological displacement and injury. It is enough that these are tangible and real. So long as the barest instincts of self-preservation and self-respect are sacrificed to a prevailing vanity or fashion, and so long as improved education and a revived estheticism fail of their high mission in these respects, it would be vain to appeal to the higher grounds of Christian morality, in the reverence due to the body. Sanitation acts have to be enforced on behalf of women and children employed in dressmaking, for the regulation of their hours of work and capacity of their work-rooms. The grand laboratory of their lungs and heart remains untouched in respect to the evils inflicted on themselves no less than on the wide world of fashion by loading the bellows and throttling the valves of the great human furnace, and thus reducing to a minimum the fire and the fuel which keep it alive. We cannot ask for legislation to free this phase of voluntary suffering and senseless sentimentality. The only doors of appeal still open to us is the one by which I now venture to invite the sympathies of the reader, or rather of the nation—that of reason and common sense. Argument and experience alike point to the same conclusion. The difficulty of reaching the masses except by example, the right direction of fashion, and the instruction of those who supply dresses to the multitude, stands in the way of material reform. The cause, however, is much mitigated by these means. It is old and deeply seated. The real difficulty lies quite as much in convincing people of its existence as in arousing public opinion to the need of something being done towards remedying it. Modern estheticism has in many ways, and on many occasions, been brought into ridicule and contempt by an affectation of false assumption of excellence, which in the absence of scientific principle and critical knowledge, has led to spurious and absurd imitation. But in the teachings of esthetical sanitation we have a tangible basis for real and permanent reform which, from its very nature, is free from the dangers of exaggeration or of corrupt following, and which necessarily leads to a higher appreciative study of the 'human form divine.'

A DISMAL VIEW OF FRENCH FINANCE.

M. Leroy-Beaulieu, who has been for some time back the Cassandra of French finance, though he has hardly surpassed M. Léon Say as a prophet of evil, has a very dismal article on the present outlook in the last number of the *Revue des Deux Mondes*. The appropriations of 1883, which the Chambers have just voted, amount to the enormous sum of \$608,000,000. This, however, is less than the actual amount will be, because, according to the French custom, 'supplementary credits for the French over-looked, or for the deficit of the previous year, have to be added to it. So that he thinks it will reach altogether \$621,000,000. The receipts, all things considered, will leave in the accounts of the current year a deficit of \$29,000,000. The outlook for 1884, he does not think any more hopeful. The appropriations will have to amount to \$620,000,000, and the receipts, judging from the returns of 1882, the last year for which, according to another vicious French custom, the accounts have yet been made up, will leave a deficit of \$30,000,000. He acknowledges, however, that this is probably too dark a view, as since 1882 there have been certain elements of improvement in the revenue; so he puts the deficit of 1884 at \$30,000,000. Accepting this as correct, it appears that there will then be a total deficit in the three years ending with 1884 of \$90,000,000. The only mitigating feature in the situation which he thinks can be counted on with certainty is the conversion of the fives into four-and-a-halfs, which will reduce this amount by about \$80,000,000. For the elasticity has apparently gone out of the taxes since 1881. Every year since 1875 the yield has shown an increase, and generally a considerable one, over that of the previous year. In 1881 this increase amounted to \$24,000,000. But the year 1882 showed an increase of only \$200,000 over 1881, and 1883 only \$50,000. It is unfortunate, but true, that this condition of the public treasury only began after the Republicans came into full possession of the Government in 1877. From the close of the war down to that period French financial management, under the master hand of M. Thiers, had been one of the marvels of the age. No sooner was he dead, however, and the Republicans in control, than the Government entered on a course of extravagance which curiously resembles what we witnessed here for some years after the close of our war. To use M. Leroy-Beaulieu's words: 'No matter who the Ministers were who too rapidly succeeded each other in office, the real balance, the real credit and the laying of the taxes, was in the hands of the agent and interpreter of the Chamber. These had neither ability nor knowledge, nor courage, nor the will and duties of the state. They dreamed of a policy of ostentation which should pour on blessings of every description on the country. They had a truly naive generosity and gallantry. They were animated by all sorts of ambitions and capriciousness. They wanted an army and foreign, better than those of Germany, and they wanted a navy, better than those of England, and they wanted a school-house better than those of Switzerland, and as big railroads as those of the United States. To crown all, the civil service was disorganized by the furious greed for office of the new comers, which compelled the Government to put large numbers of old functionaries on the retired list before their time in order to make vacancies, thus greatly increasing the charges on the pension list, for a man cannot be dismissed from the public service in France without cause. To these weaknesses, which we can readily understand here, were added others which were curiously French. One was the refusal of the Government to convert the fives, for fear of offending the bondholder by paying them off or reducing their interest. The other was the persistence of the Treasury, which takes charge of the savings-bank funds, in paying the depositors a higher rate of interest on their deposits than it paid to its other creditors, or than it could borrow at in the market. Both these oddities are the product of the nation, which three hundred years of centralization and despotism have firmly implanted in the French mind, that the Government is a power apart from the people, with resources of its own to which the taxpayers do not contribute. How long these things will last, or whether the Republicans will get out of them without a financial cataclysm, it is hard to say. It is quite certain, however, that things cannot go on much longer as they are. They must either mend or grow much worse. The fever of public improvement, as it is called here, through the communes, just as it spread here before 1875, is spreading in the towns, and town halls are going up in every direction. The workmen are crowding into the towns to get employment on these buildings in a way which is leaving the farmers short of laborers and introducing into France large bodies of Belgians and Italians. The wages paid in the towns, too, are very high, and it is the great consumption which these wages stimulate which does much to keep up the direct taxes on tobacco, wine, and other working-class luxuries. Consequently, when the check comes it will be nearly severe and widely felt.—*Nation.*

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Box Plan at Messrs. KELLY & WALSH'S.  
Door open at 8.30. Performance at 9 o'clock.  
Carriages may be ordered for 11 o'clock.  
Hongkong, 22nd August, 1883. [648]

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THREE DOZEN FOR ONE DOLLAR.  
All Orders and Communications should be addressed to The Factory, BEAUFIELD ARCADE, Hongkong, 14th April, 1883. [179]

HONGKONG TEMPERATURE.	
(FROM MESSRS. FALCONER & CO.'S REGISTER.)	
Barometer—P.M.	30.05
Thermometer—P.M.	85.5
Thermometer—P.M. (Wet bulb)	81
Thermometer—P.M. (Wet bulb) (Wind)	79
Thermometer—P.M. (Wet bulb) (Wind)	79
Thermometer—P.M. (Wet bulb) (Wind)	79
Thermometer—P.M. (Wet bulb) (Wind)	79
Thermometer—P.M. (Wet bulb) (Wind)	79
Thermometer—P.M. (Wet bulb) (Wind)	79
Thermometer—P.M. (Wet bulb) (Wind)	79

To-day's Advertisements

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H. MUMM & Co.'s CHAMPAGNE.  
QUARTS ..... \$22 per Case.  
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Apply to MELCHERS & Co.  
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THE OWNER being about to retire from Business is open to negotiate for the Sale of the GOOD-WILL, FITTINGS, and FURNITURE Complete of the Old Established and well-known establishment known as the NATIONAL HOTEL, situated at Nos. 222 and 224, Queen's Road Central. The house contains TWO BILLIARD TABLES (one English and one American) which are in first-class condition. For further Particulars apply to JOHN OLSON, National Hotel, Hongkong, 14th June, 1883. [467]

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FIVE TO SIX HUNDRED TONS OF COKE IN LOTS FROM ONE TON UPWARDS. COAL T-AR IN BARRELS. CHOY CHEW, 230, PRAYA WEST. Hongkong, 5th April, 1883. [262]

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To be Let.

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HONGKONG HOTEL.  
HAIR DRESSING SALOON.  
MR. MARMANDE begs to inform the Community of Hongkong, and Visitors, that the above Establishment is now in full working order. He has engaged TWO FIRST-CLASS TONSORIAL ARTISTS from Paris, and his staff now consists of five competent workmen. He is prepared to execute Hair-dressing in all its branches, making wigs for theatrical purposes, or for ordinary wear, &c., &c. HAIR CUTTING ..... 50 Cents. SHAMPOOING ..... 25 " SHAVING ..... 25 " TRIMMING BEARDS ..... 25 " LADIES' HAIRDRESSING SALOON. MR. MARMANDE and his assistants are always at liberty to attend Ladies at their Saloon, specially set apart for Ladies, or at their own Residences at MODERATE CHARGES. MR. MARMANDE begs to offer to the public his Shampoo Wash made by M. Finaud who has had many years experience and guarantees it to keep for any length of time in any climate. Monthly Customers for Hair-cutting, Shaving, and Shampooing, taken at the following prices: EVERY DAY ..... \$4.00 Per Month. EVERY OTHER DAY ..... \$3.00 " TWICE A WEEK ..... \$2.00 " MR. MARMANDE will receive direct from Paris a large Consignment of Perfumery and other Toilet requisites which will be open for inspection, and he is prepared to supply the same at prices which will compare favorably with those of any other establishment. The Saloon is cool and airy, being supplied with Punkins, and the "Jedd Shampoo" is the greatest luxury of the day. The Saloon is open from 7 A.M. till 7 P.M. for the reception of those who feel the necessity of a Tonsorial operation. RAZORS MOST CAREFULLY RESET. Hongkong, 12th June, 1883. [458]

MACAO.  
WANTED TO RENT.  
FOR Two Months during the Summer a FURNISHED RESIDENCE in MACAO—the Praia Grande preferred. Send Particulars to C. B. A., Care of Hongkong Telegraph, Hongkong, 21st June, 1883.

THE CITY OF MANILA CIGAR STORE.  
HAS FOR SALE.  
CIGARS of all Brands, Imperiales, Caballeros, Vagueiros, Regalias, Londres, Nuevo Habanos of all makes, quality guaranteed. TOBACCO of all Brands, at moderate prices. FANCY GOODS from the Parisian markets, Meerschaum Pipes, Jewellery of Choice Design, Sun Hats, &c., &c. Commissions Executed. JOSE M. BASA, No. 51, B. QUEEN'S ROAD, CENTRAL, Hongkong, 1st May, 1882. [343]

F. D. GUEDES.  
WINE MERCHANT AND GENERAL COMMISSION AGENT.  
No. 5, D'AGUILAR STREET.  
HAS always on hand a large assortment of CHOICE WINES of the best quality, at Moderate Prices. Hongkong, 2nd October, 1882. [663]

HONGKONG TIMBER YARD, WANCHAI.  
REGON PINE SPARS AND LUMBER ALWAYS ON HAND. L. MALLORY, Proprietor. Hongkong, 24th June, 1883. [59]







# The Hongkong Telegraph.

No. 490.

THURSDAY, AUGUST 23, 1883.

SIX DOLLARS PER QUARTER.



## For Sale.

### JUST TO HAND.

HUBB'S PAPER AND CASH BOXES.  
SAFES, LOCKS & DESPATCH BOXES.  
NEW COFFEE MACHINES.

FOOD WARMERS.

TODDY KETTLES.

NEW TOBACCO.

GOLDEN CLOUD.

BIRDSEYE.

SMOKING MIXTURE.

CARBOLIC DISINFECTING POWDER

IN SMALL DREDGERS.

INDIA RUBBER SEA BOOTS.

NEW BOOKS.

THE LATEST MUSIC.

LANE, CRAWFORD & Co.

Hongkong, 18th August, 1883. [340]

## Insurances.

### GENERAL NOTICE.

THE ON-TAI INSURANCE COMPANY, (LIMITED).

CAPITAL TAELS 600,000, EQUAL \$833,333.33.

RESERVE FUND \$70,858.27.

### BOARD OF DIRECTORS.

LEE SING, Esq., LEE YAT LAU, Esq.,

LO YOK MOON, Esq., CHU CHIK NUNG, Esq.,

### MANAGER—HO AMEI.

MARINE RISKS ON GOODS, &c., taken at

CURRENT RATES to all parts of the world.

HEAD OFFICE, 8 & 9, PRAYA WEST,

Hongkong, 1st September, 1882. [601]

### NOTICE.

THE MAN ON INSURANCE COMPANY, (LIMITED).

CAPITAL SUBSCRIBED \$1,000,000.

The above Company is prepared to accept

MARINE RISKS AT CURRENT RATES ON GOODS,

&c. Policies granted to all parts of the world

payable at any of its Agencies.

### WOO LIN YUEN,

### Secretary.

HEAD OFFICE, No. 2, QUEEN'S ROAD WEST,

Hongkong, 1st February, 1882. [106]

YANGTSE INSURANCE ASSOCIATION.

CAPITAL (Fully Paid-up) Tls. 430,000.00

PERMANENT RESERVE Tls. 230,000.00

SPECIAL RESERVE FUND Tls. 318,235.56

TOTAL CAPITAL and ACCUMULATIONS, 31st

March, 1883 Tls. 968,235.56

### DIRECTORS.

F. D. HITCH, Esq., Chairman.

C. LUCAS, Esq., W. MEYERINK, Esq.,

A. J. M. INVERARITY, Esq., G. H. WHELAN, Esq.,

HEAD OFFICE—SHANGHAI.

Messrs. RUSSELL & Co., Secretaries.

LONDON BRANCH.

Messrs. BARRING BROTHERS & Co.,

Bankers.

RICHARD BLACKWELL, Esq., Agent,

68 and 69, Cornhill, E.C.

Policies granted on MARINE RISKS to all

parts of the world.

Subject to a charge of 12 per cent. for interest

on Shareholders' Capital, all the PROFITS of the

Underwriting BUSINESS are annually dis-

tributed among all Contributors of Business (whether

Shareholders or not) in proportion to the

premiums paid by them.

### RUSSELL & Co.,

### Agents.

Hongkong, 25th May, 1883. [89]

THE MANCHESTER UNDERWRITERS' ASSOCIATION, LIMITED.

THE Underwritten having been appointed

AGENTS of the above Company are

prepared to Grant Policies on MARINE RISKS

## Auctions.

### PUBLIC AUCTION

### OF VALUABLE PROPERTY,

### IN QUEEN'S ROAD.

### TO BE SOLD BY PUBLIC AUCTION,

### TO-MORROW,

the 24th day of August, 1883, on the Premises,

at THREE P.M.

All that Piece or Parcel of GROUND registered

in the Land Office as Section B of Sub-

section one of Section D of MARINE LOT

No. 69, measuring on the North 16 feet,

South 15 feet and 4 inches, on the East

40 feet and 8 inches, on West 41 feet and

8 inches.

And

The Parcel of GROUND on the North measur-

ing 15 feet 3 inches, South 15 feet 3 inches,

East 41 feet 8 inches, West 41 feet 8 inches,

Registered in the Land Office as the Re-

maining Portion of Subsection one of

Section D of MARINE LOT No. 69. The

above Pieces of Ground are held for 999

years from 2nd March, 1846, on the above

Pieces of Ground are erected the 2 good

Houses known as Nos. 99 and 101, Queen's

Road West.

For Further Particulars and Conditions of Sale,

apply to

SHARP, TOLLER & JOHNSON,

Solicitors, or to

J. M. GUEDES,

Auctioneer.

Hongkong, 11th August, 1883. [635]

### PUBLIC AUCTION.

THE Underwritten has received instructions

from Messrs. BUN HIN CHAN, to Sell by

Public Auction, on

### MONDAY,

the 27th August, 1883, at NOON, at his Sales

Rooms, Queen's Road.

THE WRECK OF THE LATE

STEAMSHIP "CARISBROOKE"

as she now lies off the Cosmopolitan Dock.

TERMS OF SALE.—Cash on the fall of the

hammer and the Vessel to be at the Purchaser's

risk on the fall of the hammer.

For further Particulars, apply to

J. M. ARMSTRONG,

Auctioneer.

Hongkong, 2nd August, 1883. [613]

### PUBLIC AUCTION.

M. J. M. GUEDES has received instruc-

tions from the MORTGAGEE to Sell by

Public Auction, on

### THURSDAY,

the 30th August, 1883, at 2.30 O'CLOCK P.M.,

on the Premises,

A VALUABLE LEASEHOLD PROPERTY

Situate in Queen's Road, Victoria, in

the Colony of Hongkong,

Comprising:—

All that Piece or Parcel of GROUND situate

at Victoria aforesaid, being Portion of IN-

LAND LOT No. 96, abutting on the North

side thereof on the Queen's Road and meas-

uring thereon 27 feet 10 inches or there-

abouts, on the South side thereof on Section

C of the said Lot No. 93, and measuring

thereon 27 feet 10 inches or thereabouts, on

the East side thereof on a lane or roadway

and measuring thereon 29 feet 6 inches or

thereabouts, and on the West side thereof

on Section B of the said Lot No. 96, and

measuring thereon 29 feet 6 inches or there-

## Intimations.

### SAYLE & CO.

### FURNISHING DEPARTMENT.

WE have just received from our SHANGHAI CABINET FACTORY a SAMPLE SUITE of

BEDROOM FURNITURE which is now on view.

Any Article of FURNITURE made to order in MAHOGANY, BIRCH, ASH or

WALNUT at less than Home Prices.

DESIGN BOOKS and Estimates on application.

We are also showing the VIENNA BENTWOOD FURNITURE,

very strong and durable.

WALNUT and EBONIZED BRACKETS in great variety,

VENETIAN and OVAL MIRRORS

A large stock of BRASS and IRON BEDSTEADS in every size always on hand.

IRON SWING BASSINETTES and COTS for Children in every size.

The Excelsior Patent Chain SPRING MATTRESS in every size (the Best

Spring Mattress extant).

New Design in LACE CURTAINS 3, 4, 4½, 5 yards long.

Single and Double PERAMBULATORS Specially

adapted for this Colony.

SAYLE & CO.

VICTORIA EXCHANGE, HONGKONG. [249]

Hongkong, 6th August, 1883.

## "NOVELTY STORE,"

MARINE HOUSE, QUEEN'S ROAD.

### JUST RECEIVED.

A SMALL CONSIGNMENT OF MALTESE LACE AND SILVER FILIGREE WORK,

COMPRISING:—

White and Black Silk Trimming Lace.

" Cotton Trimming Lace.

" Silk Handkerchief Border.

" Silk Circular and Square Doyleys.

" and Black Silk Filigree.

" Silk Parasol Cover.

" Silk Veil and Scarf.

" Silk Collar and Cuffs.

" Silk Collar Breast Pendant.

" Silk Collar Breast Pointed.

" Cotton Collar Breast Pointed.

" and Black Silk Necktie.

" Silk Mittens.

" Earrings to match the above.

" Fancy Pendant.

" Plain Chain Necklet.

" Fancy Locket.

" Fancy Bracelet.

" Brooch (Love Knot).

" (Marguerite).

" (Shell).

" (Circular).

" (Lily).

" Earrings to match the above.

AN INSPECTION IS RESPECTFULLY SOLICITED.

ANY OF THE ABOVE ORDERED THROUGH THIS "STORE" WILL BE

CHARGED FOR AT COST PRICE.

FRESH MALTESE CIGARETTES from \$0.70 to \$2.50 per 100.

Hongkong, 24th July, 1883. [28]

## KELLY & WALSH

### HAVE JUST RECEIVED

5000 NUMBERS OF THE SEA SIDE AND FRANKLIN SQUARE LIBRARIES.

### TWENTY-FIVE CENTS EACH.

John Inglesant.....J. H. Shorthouse.

Vice-Versa.....F. Anstey.

Yolande.....William Black.

Like Ships upon the Sea.....Eleanor Trollope.

Side Lights of English Society.....G. Murray.

Experiences of a Barrister's Life.....S. Ballantine.

Wanda.....Ouida.

The Wreck of the Grosvenor.....W. Clarke Russell.

Ready Money Mortuary.....Besant & Rice.

The Golden Butterfly.....W. H. Mallock.

Alton Locke.....Chas. Kingsley.

Under two Flags.....Ouida.

Cherry Ripe.....Helen Mathers.

Not wisely but too well.....Rhoda Broughton.

Adam Bede.....George Eliot.

Romola.....do.

Felix Holt the Radical.....do.

Daniel Deronda.....do.

The Mill on the Floss.....do.

John Halifax, Gentleman.....Miss Muloch.

Rhona.....Mrs. Forester.

John Marchmont's Legacy.....Miss Bradburn.

Kama Durne.....R. D. Blackmore.

Heir of Redcliffe.....W. H. Mallock.

Romance of 19th Century.....W. H. Mallock.

Jane Eyre.....Charlotte Bronte.

Puck.....Ouida.

Vanity Fair.....W. M. Thackeray.

Henry Esmond.....do.

Handy Andy.....Samuel Lover.

ALL THE BEST NOVELS OF ALL THE BEST WRITERS.

COMPLETE LISTS MAY BE HAD ON APPLICATION.

KELLY & WALSH—HONGKONG.

Hongkong, 20th August, 1883. [160]

## W. BREWER.

### HAS JUST RECEIVED.

NEW PORCELAIN MENU AND NAME STANDS.

MOWHAWK MINSTREL SONG BOOKS.

NEW ENGINEERING AND NAUTICAL WORKS.

SENNETT'S MARINE STEAM ENGINE.

DONALDSON'S BOUGH SKETCHING.

ENGINEER'S PRIVATE LOG BOOKS.

MCCREGG'S ENGINEERS' ALMANACK.

SMITH'S TABLES AND MEMORANDA.

SPONSOR'S.

REED'S ENGINEERS' GUIDE, NEW ED.

BERGEN'S.

WILSON ON STEAM BOILERS.

SEXTON'S BOILER MAKERS' POCKET BOOK.

MOLESWORTH'S ENGINEERS' POCKET BOOK.

BURGH'S.

HASWELL'S.

BALLET SAW MILLS, THEIR MANAGEMENT, &c.

LECKIE'S WRINKLES IN PRACTICAL NAVIGATION.

REED'S GUIDE TO THE MARINE BOARD.

NEW CHARTS OF Tongking, Hainan Straits, and Sulu Archipelago.

NEW CHARTS OF THE WORLD.

NEW WALTZES.

MY QUEEN, BROSE DE NUITS, MESSENGER OF LOVE, &c.

W. BREWER.

Hongkong, 10th August, 1883.

## WILLIAM SCHMIDT & CO.

### GUNMAKERS & AMMUNITION DEALERS.

BRONZEDFIELD ARCADE.

Arms, Ammunition, and Requisites of every description.

Arms Repaired, Cleaned, or Converted at moderate charges.

Sporting Guns and Ammunition Always on hand.

Hongkong, 25th January 1883. [189]

## Amusements.

### THEATRE ROYAL,

### CITY HALL, HONGKONG.

### CHARITY CONCERT,

### BY AMATEURS

### ON MONDAY,

THE 27th AUGUST, 1883.

### PROGRAMME.